lities ia the form of land etc. are made available by the sponsoring authorities.

Irano-Hind Joint Shipping Company

*373. SHRI BHAGATRAM MANHAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state;

(a) what have been the financial results of the Irano-Hind Joint Shipping venture in 1982-83 and 1983-84 and the reasons for any significant chage n 1983-84;

(b) the shares of Iran and India in the paid up capital in the beginning and at present and whether any increase therein is being envisaged;

(c) the tonnage expansion plans of the venture, and the details, including price, sellers name and delivery period of the new ships purchased in 1983-84;

(d) what was the freight earned by the company in 1982-83 and 1983-84 for carrying goods from the Indian Ports and from other countries separately;

(e) the details of new shipping services introduced by the joint venture in 1983-84 and those proposed to be started in future; and

(f) the manner in which the Iran-Iraq war has affected the functioning of the joint venture?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Financial results of the Irano-Hind Joint Shipping venture during 1982-83 and 1983-84 are as follows:

(in million U.S. Dollars)

	1982-83	1983-84
Gross turn over .	24·727	47·221
Net Profit before tax .	4·495	11·468

The main factors contributing to the significant change in the performance of the company during 1983-84 as compared to 1982-83 are as follows:

(i) Due to the policy followed by Iranian Govt, to purchase imported goods on FOB basis or on C&F basis with specific stipulation to carry it in Iranian ships (including Irano-Hind ships) there was assured cargo for movement by the Company. In addition, there was unprecedented boom in trade from Bangladesh and India to Iran.

(ii) The company acquired bulk carriers in mid 1982-83 which earned charter hire on long term charter to Islamic Republic of Iran Shipping Lines.

(iii) The company entered into reefer cargo carriage from Newzealand to Iran from 1983-84.

(iv) There was diversification and enlargement of operations as the company acquired 5 vessels during 1983-84.

(b) The shares of Iran and India in the paid up capital right from inception to this date is 51 per cent and 49 per cent respectively.

No further increase in the paid up capital or in the share of Iran and India is being envisaged at this stage.

(c) The Irano-Hind Shipping Company has plans to acquire two-large reefer vessels during 1984-Stp. The details of vessels acquired by the

Company during 1983-84 are as follows:

Sl. No.	Name of Vessel	DWT	Year built	Price (in Million (U.S. Dollars)	Delivery date	Sellers name
1	M.V. Jami.II	12554	1967	0·8	25-3-83	Mitsui OSK Lines Ltd. Japan.
2	M.V. Mowlavi	12554	1966	0·8	18-4-83	Do.
3	M.V. Saadi	19596	1971	2·4	8-8-83	Liberian Gold Transports INC, Liberia
4	M.V. Hafez	2·0328	1970	2·375	15-12-83	Mormon Maritime Corporation of Monrovia
5	M.V. Safeer	33856	1976	5·9	19-3-84	Universal Star Shipping S.A. Panama.

All the vessels acquired were second Hand vessels.

(d) The freight earned by the Company during 1982-83 and 1983-84 for carrying goods from Indian Ports and from other countries is as follows:

Year	Freight earned. India (in million U.S. Dollars)	Other countries	Charter Hire	Total
1982-83	8·135	8·993	6·610	23·738
1983-84	13·159	21·913	9·980	45·052

(e) The Company started purely refrigerated services from Newzealand in 1983-84. It is expected that the company will diversify further in reefer services as Iran has substantial imports of refrigerated goods.

(f) The Iran-Iraq war has not affected much the operations of the Irano-Hind Shipping Company. However, one of the vessels of the company M. V. Asil was hit by a missile on 10.7.83 and was a constructive total loss. Another vessel m.v. Jami II was lost on 29.3.84. Irano-Hind Shipping Company being an Iranian flag sniping company is well protected by the Government of Iran and in the case of loss of ship, the Government reimburses the cost of purchase of the vessel.. The company also insure all the personnel in the war zone liabilities in open market.

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Uniformity in Maths and Science Syllabus

*374. SHRI CHIMANBHAI MEHTA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether N.C.E.R.T, has suggested uniformity in Maths and Science syllabus throughout the country; and

(b) if so, what is the reaction of the Government' in the matter?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) No, Sir. However, National Council of Educational Research & Training (NCERT) has sponsored research studies to analyse the syllabi in Science and Mathematics pres-